Marketing of Inactivated Rabies Vaccines

1158. SHRI RAJNI RANJAN SAHU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Inactivated Aabies Vaccines being marketed in the country are not of standard quality;

(b) whether any samples of inactivated rabies vaccines have been drawn from market for testing;

(c) if so, the number thereof and report of each;

(d) what was the report of the test of the two samples of imported consignments;

(e) whether it is a fact that this Vaccine is very costly;

(f) if so, what is the total course of this vaccine and how much it costs to individual patient; and

(g) what are the reasons for non-testing of each and every consignment imported in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) to (d) It is not a fact that Inactivated Rabies Vaccine is marketed in the country is not of tandard quality. During the year 1986-87, out of three samples of Inactivated Rabies Vaccine drawn from market for testing, two samples were reported to be of standard quality. The two samples tested of imported consignments were also reported to be of standard quality.

(e) to (g) The manufacture of Human Diploid Cell inactivated Rabies Vaccine involves high technology with sophisticated quality control and standardisation and the vaccine is price-controlled under Drug Price Control Order. The total course of the vaccine on an average is six doses. All the imported consignments are routinely checked in respect of storage conditions of the vaccine, labelling provisions, standards as submitted by the manufacturer and other related documents and finally a random sampling is done for testing.

D T C buses plying in Delhi

1159. SHRI KALPNATH RAI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number fo D.T.C. buses plying on the roads of Delhi daily at present;

(b) the volume of pasengers handled by them daily; and

(c) the steps being taken to reduce heavy rush during peak hours and reduce transport bottlenecks?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRAPORT (SHRI RAJESH PILOT): (a) and (b) D. T C. operates at present a fleet of 5316 buses including P O. operators carrying an average 51.37 lakh passengers per day.

(c) Steps are taken to augment the DTC fleet by inducting more buses.

Amount spent by Air India on Food and Beverages

1160. SHRI RAJNI RANJAN SAHU: Will the Miinster of CIVIL AVIATION be pleased to state:

(a) what was the amount spent towards supply of food and beverages by Air India for in-flight kitchen annually during the last three years on its flights from India to U. K. and back;

(b) the name of the contractor who is holding the contract in the past and the contractor who is holding the same at present; and

(c) whether higher rate is being paid to the present contractor and if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) the India-U.K.-India sector, food is uplifted not only from Bombay, but

also from Delhi, Dubai, Rome and London. The expenditure on food uplifts during the last three years in respect of the above stations which cater to other sectors also is indicated below:—

(Rs. in lakhs)

	1983-84	1984-85	1985-86
Bombay	304.23	322.35	309.07
Delhi	146.54	163.42	171.49
Dubai	281.86	308.16	342.80
Rome	127.82	157.38	118.41
London (also caters to flights to New York	281.40	271.50	318.37

(b) The list of contractors supplying food and beverages at various cities during the above period is as under:—

Bombay—Taj and Chefair
Delhi— Chefair

Dubai — Abela and Company Pvt. Ltd

Rome — Aeroporti Di Roma

London—SAS services upto 31 July, 1984 and from 1st August, 1984, Marriots.

(c) The contractor has been changed only at London. The rates paid to Marriots are marginally lower than what would have been payable to SAS if the arrangements had contined.

बैंकों के कर्मचारियों को केन्द्रीय सरकार स्वास्थ्य योजना की सुविधायें

1161. **श्री राम चन्द्र विकल :** क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार बैंकों के कर्मचारियों को केन्द्रीय सरकार स्वास्थ्य योजना का लाभ देने का विचार रखती है ;

(ख) यदि हां, तो कब तक और

(ग) यदि नहीं, तो उन बड़े नगरों के बैंकों के कर्मचारियों की, जहां केन्द्रीय सरकार स्वास्थ्य योजना लागू है, केन्द्रीय सरकार स्वास्थ्य योजना का लाभ न दिये जाने के क्या कारण हैं ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (कुमारी सरोज खापर्डे) : (क) से (ग) केन्द्रीय सरकार स्वास्थ्य योजना मुख्यतः केन्द्रीय सरकारी कर्मचारियों के लिए ही है । मौजूदा नीति यह है कि इस योजना के अंतर्गत पहले ही आने वाले लाभार्थियों को बेहतर सेवाएं प्रदान करने के लिए इस योजना को सुदृढ़ बनाया जाए और केन्द्रीय सरकार के जो कर्मचारी इस योजना के अंतर्गत अभी तक लाभान्वित नहीं हुए हैं उनके लिए इस योजना का विस्तार किया जाए ।

Emergency Airfields in the Country

1162. SHRI VISHWA BANDHU GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the number of emergency airfields apart from the airfields regularly in use in India;

(b) the nmber of the emergency airfields around Delhi;

(c) whether Bahadurgarh is one of the airfiled with the Ministry of Civil Aviation;

(d) whether Government are aware that the Bahadurgarh 'Pucca Runway' has been dismantled by the local residents;

(e) whether the land of the airfield has been uanuthorizedly occupied by the local villagers; and

(f) if so, what steps Government intends to take to clear the airport and maintain it at least as a secondary or emergency airfield?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) and (b) The National Airports Authority does not have any airfield classified as "emergency airfields".